

State of Alaska FY2008 Governor's Operating Budget

Department of Transportation/Public Facilities Planning Results Delivery Unit Budget Summary

Planning Results Delivery Unit

Contribution to Department's Mission

Optimize state investment in transportation and meet federal requirements through effective planning and programming.

Core Services

- Develop statewide and area transportation plans to guide transportation infrastructure development over the next 20 years and fulfill federal and state requirements.
- Coordinate the development, submission, and monitoring of the Needs List (a statewide list of transportation needs), and the federally required Statewide Transportation Improvement program, as well as the annual capital budget.
- Provide key analyses to the Commissioner on critical issues regarding capital funding for Alaska's transportation and public facility needs.
- Provide federally required highway data collection and analysis to state, federal and local agencies.
- Provide Geographic Information System (GIS) and Global Positioning System (GPS) data collection and analysis, as well as cartographic and other technical services. The result will be more accessible transportation data that can be displayed and analyzed in easy-to-understand ways.
- Develop and maintain the Statewide Transportation Plan, Public Involvement Plan, and Federal Transit Program.
- Provide administration of Scenic Byways Program and Federal Railroad Administration grants.
- Provide administration of Urban Planning and State Planning Programs, as well as general accounting and administrative support.
- Develop and administer the State Highway Comprehensive Safety Program.
- Administer planning for resource and community access roads program.
- Develop and maintain the Denali Commission Program for the department.

End Results	Strategies to Achieve Results
A: Access optimal federal funds for highway construction projects. <u>Target #1:</u> A federally reviewed Statewide Transportation Improvement Plan (STIP) not less than 30 days prior to the federal fiscal year. (Sept. 1). <u>Measure #1:</u> Number of days difference between the target date and STIP transmittal for federal approval. <u>Target #2:</u> Adopt an updated Statewide Long-range Transportation Plan, compliant with the new federal-aid highway authorization law, SAFETEA-LU, by July 1, 2007 and every five years thereafter. <u>Measure #2:</u> Number of days difference between the target date and adoption of the plan by the Commissioner.	A1: Streamline and improve federal-aid funding process. <u>Target #1:</u> Decrease time needed to process federal-aid agreements and modifications by 10%. <u>Measure #1:</u> The percent change in time between the date that a funding request is logged into the Management Reporting System to the date it is sent to FHWA for approval.
End Results	Strategies to Achieve Results
B: Achieve measurable improvement in highway safety. <u>Target #1:</u> A reduction in the number of fatal and major injury accidents of 1% per year over 5 years. <u>Measure #1:</u> Number of persons with fatal injuries and major injuries accidents using a 3 year average.	B1: Increase the public's awareness of safe driving habits. <u>Target #1:</u> Improve voluntary seatbelt use by at least 4% as compared to the 5-year average. <u>Measure #1:</u> Percent change in voluntary seatbelt usage as measured by the annual Alaska seatbelt use survey funded by NHTSA each year.

B2: Emphasize safety in transportation decision making.

Target #1: A federally reviewed Strategic Highway Safety Plan.

Measure #1: Undertake, prepare and complete a strategic highway safety plan, which follows AASHTO guidelines, within three federal fiscal years.

Major Activities to Advance Strategies

- Target behavior issues: high-risk youth and young drivers, areas of traffic congestion, seatbelt use, aggressive driving, etc.
- Evaluate any lapses of federal funds, and identify the cause. Compare as a percentage of all funds that are administered by the division.
- Create electronic tracking tools to enable a community to follow the history of each project through the STIP process.
- Create an overall communication strategy and related tools to enable faster and more thorough communications of changes occurring in the STIP.
- Provide design/build contract for HAR (highway advisory radio) and VMS (variable message signs) to enhance driver awareness of critical conditions.
- Ensure public awareness of the travel information system to ensure drivers are advised of changing highway conditions.

FY2008 Resources Allocated to Achieve Results

FY2008 Results Delivery Unit Budget: \$8,643,600

Personnel:

Full time	78
Part time	1
Total	79

Performance Measure Detail**A: Result - Access optimal federal funds for highway construction projects.**

Target #1: A federally reviewed Statewide Transportation Improvement Plan (STIP) not less than 30 days prior to the federal fiscal year. (Sept. 1).

Measure #1: Number of days difference between the target date and STIP transmittal for federal approval.

STIP Review Timetable: Plan versus Actual

Year	Target Date	Actual Date	Deviation from Target
2004	Sept 1, 2003	Nov 1, 2003	61 days late
2006	Sept 1, 2005	Jan 23, 2006	114 days late
2008	Sept 1, 2008		

Analysis of results and challenges: An approved Statewide Transportation Improvement Plan (STIP) is essential if the state is to have access to federal funds once each federal fiscal year begins. Each STIP has a four year valid life. The target of having the STIP ready for federal review at least 30 days prior to the federal fiscal year beginning provides a time cushion to deal with the time necessary for two federal agencies to conduct their reviews and issue letters of approval.

The above goal also ensures the division and regional staff are progressing in the many steps it takes to deliver the STIP. Efforts continue to shave time on the STIP development cycle, a process which has grown unwieldy in recent years.

In August, 2005, Congress passed the new authorization, SAFETEA-LU. The new program funds have decreased significantly in favor of over \$1 billion in earmarked projects, and this fact has been a major challenge for the division and the department—ramping down the program while ramping up for all of the earmark projects. In addition, the requirements for planning in the new law have increased dramatically. Faced with additional requirements for involving the public and finer definitions of when STIP amendments are required, we will be spending more time asking for federal approval prior to implementing the STIP and funding projects.

Target #2: Adopt an updated Statewide Long-range Transportation Plan, compliant with the new federal-aid highway authorization law, SAFETEA-LU, by July 1, 2007 and every five years thereafter.

Measure #2: Number of days difference between the target date and adoption of the plan by the Commissioner.

Adoption of Statewide Long-Range Transportation Plan

Year	Goal	Target Date	Actual Date	Deviation from Target
2007	Commissioner Approval	July 1, 2007		

Analysis of results and challenges: The new federal highway authorization law was passed in August 2005 after several years' deliberation in Congress. The new law made sweeping changes to planning processes, apparently to streamline them. However, guidance and proposed regulations issued by Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) are more stringent, complicating the process with more federal permission steps. While the federal regulations have not been issued yet (they are due January 1, 2007, but expected February-March), we have a consultant starting work on the plan update and will make necessary adjustments when the regulations are issued. The July 1, 2007 due date is a requirement of the new federal law—SAFETEA-LU.

A1: Strategy - Streamline and improve federal-aid funding process.

Target #1: Decrease time needed to process federal-aid agreements and modifications by 10%.

Measure #1: The percent change in time between the date that a funding request is logged into the Management Reporting System to the date it is sent to FHWA for approval.

Days to process federal highway project funding requests

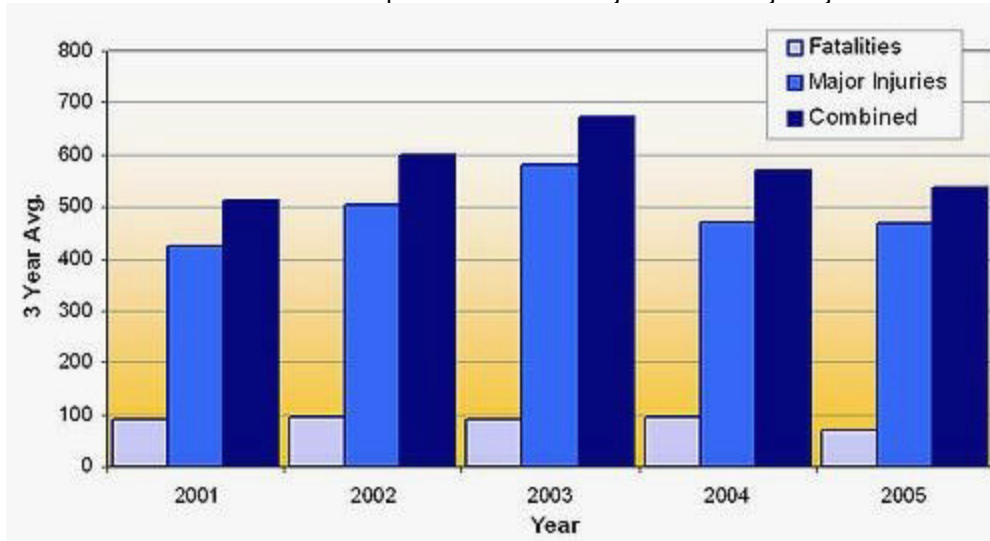
Fiscal Year	YTD Total	% change from prior year
FFY 2001	5.5	
FFY 2002	5.2	-5%
FFY 2003	8.2	+56%
FFY 2004	9.2	+13%
FFY 2005	8.5	-8%
FFY 2006	9.2	+9%
FFY 2007	Target 8.3	

Analysis of results and challenges: SAFETEA-LU, the new federal-aid surface transportation authorization created a new set of problems for funding projects. First, flexible formula funding decreased, causing much tighter controls on cost increases to existing projects. Regions were required to offset cost increase with like decreases in other projects. Second, earmarks increased from \$68 million over the life of the previous authorization to over \$1 billion in SAFETEA-LU. Many of these earmarks have their own challenges—who is the sponsor, what are the particular program requirements, are the funds to be transferred to another federal agency. These issues added to the average processing time for projects.

B: Result - Achieve measurable improvement in highway safety.

Target #1: A reduction in the number of fatal and major injury accidents of 1% per year over 5 years.

Measure #1: Number of persons with fatal injuries and major injuries accidents using a 3 year average.



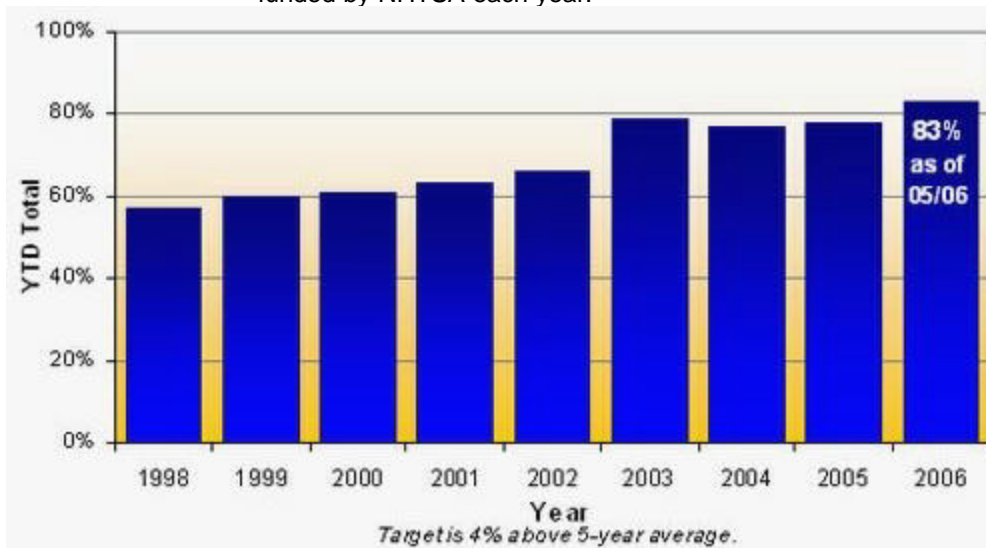
Analysis of results and challenges: Fatal and major injury accidents are extremely costly to the individuals involved, and society as a whole. Medical costs, lost productivity, and the emotional loss are extensive. Society also incurs costs in the form of accident response, public contribution to medical costs and rehabilitation, and even the cost of congestion due to accidents on busy highways. The National Highway Safety Administration estimates the total costs of accidents in Alaska as more than \$400 million annually; the majority of these costs are the result of accidents involving major injuries and fatalities.

A major injury accident is one in which the most serious injury is incapacitating, including amputation, concussion, internal injury, severe bleeding, moderate or severe burns, a fracture or dislocation.

B1: Strategy - Increase the public's awareness of safe driving habits.

Target #1: Improve voluntary seatbelt use by at least 4% as compared to the 5-year average.

Measure #1: Percent change in voluntary seatbelt usage as measured by the annual Alaska seatbelt use survey funded by NHTSA each year.



Analysis of results and challenges: The Alaska Highway Safety Office is required by federal rules to perform a standardized statewide occupant protection survey each year in order to measure the agency's progress toward

eliminating motor vehicle injuries and fatalities.

The Alaska Highway Safety Office strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes, and to reduce the resulting economic losses to the residents of Alaska through outreach programs and federally funded highway safety grant projects.

The agency coordinates highway safety programming focused on public education, enforcement, promotion of new safety technology, integration of public health strategies, collaboration with safety and private sector organizations, and cooperation with state and local governments.

B2: Strategy - Emphasize safety in transportation decision making.

Target #1: A federally reviewed Strategic Highway Safety Plan.

Measure #1: Undertake, prepare and complete a strategic highway safety plan, which follows AASHTO guidelines, within three federal fiscal years.

Timeline to Complete Strategic Highway Safety Plan

Fiscal Year	Target Date	Actual Date
FY 2007	June 2007	

Analysis of results and challenges: The US Department of Transportation, through several agencies (FHWA, NHTSA, FMCSA) is encouraging each state highway agency to develop a strategic highway safety plan that follows 22 emphasis areas. Such plans are cross-agency in nature, addressing opportunities to positively influence safety through enforcement, design, driver behavior and other strategies. The Division of Program Development will spearhead this effort, but it will eventually involve participation from a wide variety of other internal and external components that also contribute to highway safety.

Completion of the plan by the end of FY2007 is based on the following schedule:

1. Hosted first safety planning meeting during 3rd quarter of FY04.
2. Established multi-agency steering committee during 4th quarter of FY04.
3. Selected consultant during 1st quarter of FY05.
4. Identified major target issues during 3rd quarter of FY05.
5. Draft Plan for public review during FY06.
6. Publish Final Plan during FY07.

Key RDU Challenges

Passage of the 1991, 1998 and 2005 surface transportation bills, most recently known as the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), expanded the requirements to inform and involve the public in development of transportation plans and programs. As a result, the statewide and regional planning staff must participate in a greatly expanded public involvement program that includes holding multiple meetings throughout the region and other communications with local government, tribal organizations and the general public. Planning staff then evaluate and rank all projects to identify the highest priority projects that are to compete statewide for federal highway funding. SAFETEA-LU passed in August 2005, and it contains a large number of earmarks along with many significant policy and legal standards and requirements attached to the funding.

Other significant new requirements in the SAFETEA-LU legislation pertain to safety. A new program, known as "Safe Routes to School" (SRTS) was established in federal law and each state must prepare a Comprehensive Highway Safety Plan, which addresses the full range of safety strategies, including hazard elimination, education, enforcement and emergency response. The Division will initiate an effort to prepare this plan following national standards and guidelines.

The Division of Program Development along with the regional planning units will be completing work on the long-range transportation plan for Interior Alaska and will start an updated plan for the Statewide Policy Plan, to meet new federal requirements by 2007. These plans develop the 20-year transportation investment strategies for road, ferry, rail and air modes utilizing extensive local public involvement.

The Alaska Highway Safety Office identified major driver behavioral problem areas in the following categories: high-risk youth and young drivers; major urban areas with communities that have become recreational destinations; and the Municipality of Anchorage traffic congestion. Lack of child car seat and seatbelt usage continues to be an issue.

The state, in cooperation with the Federal Aviation Administration (FAA), has instituted an aviation improvement selection process based on priority needs. In order to accomplish this, the state needed to update master plans and maintain current airport layouts for each airport. The master plans identify planning, environmental, land, and development needs, and in the process of preparing the plans, regional staff provide public participation opportunities, such as public meetings, meetings with local governments, and coordination with the FAA.

Two active lawsuits are challenging the manner in which transportation plans are prepared and transportation projects are evaluated and selected for funding. These three suits have the potential to significantly disrupt and make transportation planning more expensive. In response to one of these lawsuits, in 2005 the Legislature modified the state statute that governs transportation planning; draft conforming regulations have been developed by the Division of Program Development and are awaiting action by the Department of Law.

SAFETEA-LU will implement some major changes to planning starting on July 1, 2007. New federal planning regulations, due January 1, 2007, will dictate the changes needed in the state planning regulations.

Significant Changes in Results to be Delivered in FY2008

No significant changes are anticipated.

Major RDU Accomplishments in 2006

- Completed multiyear, federally required, Statewide Transportation Improvement Program (STIP) for 2006 to 2008.
- Completed the development update of regional transportation plan for Northern Southeast Alaska.
- Further increased seatbelt usage and traffic enforcement statewide through safety education programs.
- Enhanced the electronic search tool for the STIP known as e-STIP, released with the draft 2006-2008 STIP version.
- Completed and submitted all required federal highway and aviation reporting to permit continued funding to the State of Alaska.
- The lawsuit challenge regarding reverse discrimination in our funding allocation formula for the STIP was successfully defended.
- Southeast Region has an inventory of updated airport layout plans and master plans for each state airport within the region.

Contact Information

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Planning
RDU Financial Summary by Component

All dollars shown in thousands

	FY2006 Actuals				FY2007 Management Plan				FY2008 Governor			
	General Funds	Federal Funds	Other Funds	Total Funds	General Funds	Federal Funds	Other Funds	Total Funds	General Funds	Federal Funds	Other Funds	Total Funds
Formula												
<u>Expenditures</u>												
None.												
<u>Non-Formula</u>												
<u>Expenditures</u>												
Program	87.7	0.0	3,042.0	3,129.7	90.5	0.0	3,738.9	3,829.4	191.6	0.0	4,148.6	4,340.2
Development												
Central Region	104.9	0.0	1,450.6	1,555.5	107.4	0.0	1,564.0	1,671.4	161.0	0.0	1,726.1	1,887.1
Planning												
Northern	75.9	0.0	1,196.6	1,272.5	70.9	0.0	1,548.8	1,619.7	150.7	0.0	1,682.3	1,833.0
Region												
Planning												
Southeast	17.3	0.0	521.8	539.1	16.7	0.0	496.5	513.2	21.7	0.0	561.6	583.3
Region												
Planning												
Totals	285.8	0.0	6,211.0	6,496.8	285.5	0.0	7,348.2	7,633.7	525.0	0.0	8,118.6	8,643.6

Planning
Summary of RDU Budget Changes by Component
From FY2007 Management Plan to FY2008 Governor

All dollars shown in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2007 Management Plan	285.5	0.0	7,348.2	7,633.7
Adjustments which will continue current level of service:				
-Program Development	94.2	0.0	-93.7	0.5
-Central Region Planning	48.3	0.0	-48.3	0.0
-Northern Region Planning	78.3	0.0	-78.3	0.0
-Southeast Region Planning	5.0	0.0	-3.4	1.6
Proposed budget increases:				
-Program Development	6.9	0.0	503.4	510.3
-Central Region Planning	5.3	0.0	210.4	215.7
-Northern Region Planning	1.5	0.0	211.8	213.3
-Southeast Region Planning	0.0	0.0	68.5	68.5
FY2008 Governor	525.0	0.0	8,118.6	8,643.6